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WHAT IS CLAIMED IS:

1. An off-road vehicle comprising a frame, at least one wheel, and a suspension arm including a plurality of ends and being configured to suspend the wheel from the frame, the frame including at least one horizontal member extending generally horizontally fore to aft, and a set of retainers coupled to the horizontal member, the retainers spaced being apart from each other fore to aft, each retainer being configured to retain one of the ends of the suspension arm in a manner permitting the suspension arm to swing relative to the set of retainers.
2. The off-road vehicle as set forth in Claim 1, wherein the retainers extend generally vertically relative to the horizontal member.
3. The off-road vehicle as set forth in Claim 2, wherein the frame additionally includes a second horizontal member extending generally horizontally fore to aft, the retainers extend at least to the second horizontal member, and the first and second horizontal members support the retainers.
4. The off-road vehicle as set forth in Claim 1 additionally comprising a second suspension arm spaced apart from the first suspension arm generally in the vertical direction, the retainers swingably retaining the second suspension arm therebetween, and a link coupling the first and second suspension arms with each other, the link being coupled to the wheel.
5. The off-road vehicle as set forth in Claim 4, wherein the tops of the retainers are inclined outward relative to a longitudinal center plane of the frame, which extends generally vertically and fore to aft.
6. The off-road vehicle as set forth in Claim 5, wherein the first suspension arm is disposed above the second suspension arm, and the second suspension arm is longer than the first suspension arm.
7. The off-road vehicle as set forth in Claim 1, wherein each end of the suspension arm comprises a mount member, each one of the retainers has first and second surfaces opposing each other, and each one of the mount members is journaled between the first and second surfaces of one of the retainers.
8. The off-road vehicle as set forth in Claim 7, wherein the first and second surfaces extend generally vertically.
9. The off-road vehicle as set forth in Claim 8, wherein the first and second surfaces extend outward from the horizontal member relative to a longitudinal center plane of the frame, which extends generally vertically and fore to aft.

10. The off-road vehicle as set forth in Claim 7, wherein the first and second surfaces extend outward from the horizontal member relative to a longitudinal center plane of the frame, which extends generally vertically and fore to aft.

11. The off-road vehicle as set forth in Claim 10, wherein each one end of the first and second surfaces is connected to the horizontal member.

12. The off-road vehicle as set forth in Claim 7, wherein the mount members are positioned at different elevations relative to each other.

13. The off-road vehicle as set forth in Claim 12, wherein the mount member, which is disposed more forward than the other mount member, is positioned higher than the other mount member.

14. The off-road vehicle as set forth in Claim 1, wherein the retainers are connected to the horizontal member.

15. The off-road vehicle as set forth in Claim 14, wherein the horizontal member has a vertical surface extending generally vertically, and the retainers are at least partially connected to the vertical surface.

16. The off-road vehicle as set forth in Claim 15, wherein the horizontal member is a rectangular parallelepiped member.

17. The off-road vehicle as set forth in Claim 1 additionally comprising a second suspension arm spaced vertically apart from the first suspension arm, the frame additionally including a set of support members extending generally vertically, the support members spaced apart from each other fore to aft, a second set of retainers each placed on each one of the support members, and a link coupling together the first and second suspension arms, the link being coupled to the wheel.

18. An off-road vehicle comprising a frame, at least one wheel, and a suspension arm configured to suspend the wheel from the frame, the frame including a set of vertical members extending generally vertically, the vertical members spaced apart from each other fore to aft, and the suspension arm is coupled to the vertical members in a manner permitting the suspension arm to swing relative to the frame.

19. The off-road vehicle as set forth in Claim 18, wherein the frame additionally includes first and second horizontal members extending generally horizontally fore to aft to support the vertical members.

20. The off-road vehicle as set forth in Claim 18 additionally comprising a second suspension arm spaced vertically apart from the first suspension arm, the second suspension arm also being coupled to the vertical members in a manner permitting the

second suspension arm to swing relative to the frame, and a link coupling the first and second suspension arms together, the link supporting the wheel.

21. The off-road vehicle as set forth in Claim 20, wherein the vertical members are inclined outward upward relative to a longitudinal center plane of the frame, that extends generally vertically and fore to aft.

22. The off-road vehicle as set forth in Claim 21, wherein the first suspension arm is disposed above the second suspension arm, and the second suspension arm is longer than the first suspension arm.

23. An off-road vehicle comprising a frame, at least one wheel, and a suspension arm configured to suspend the wheel from the frame, the frame including a horizontal member extending generally horizontally fore to aft, the horizontal member having a vertical surface extending generally vertically, and a bracket unit placed on the vertical surface of the horizontal member, the bracket unit configured to retain at least a portion of the suspension arm in a manner permitting the suspension arm to swing relative to the frame.

24. The off-road vehicle as set forth in Claim 23, wherein the bracket unit comprises a set of brackets spaced apart from each other fore to aft, the suspension arm has end portions, each end portion of the suspension arm has a mount member, and each one of the brackets journals each one of the mount members for pivotal movement.

25. The off-road vehicle as set forth in Claim 24, wherein the mount members are positioned at different elevations relative to each other.

26. The off-road vehicle as set forth in Claim 25, wherein an upper portion of one of the brackets journals one of the mount members, a lower portion of the other bracket journals the other mount member.

27. The off-road vehicle as set forth in Claim 25, wherein the mount member, which is disposed more forward than the other mount member, is positioned higher than the other mount member.

28. The off-road vehicle as set forth in Claim 24, wherein each one of the brackets has first and second surfaces opposing each other, and each one of the mount members is journaled between the first and second surfaces of the respective bracket.

29. The off-road vehicle as set forth in Claim 28, wherein each one end of the first and second surfaces is connected to the vertical surface of the horizontal member.

30. The off-road vehicle as set forth in Claim 27, wherein the suspension arm has a link to suspend an axle of the wheel, the link has a first portion coupled with the

suspension arm and a second portion coupled with the axle of the wheel, and the first portion is positioned forward of the second portion.

31. The off-road vehicle as set forth in Claim 23 additionally comprising a prime mover supported by the frame to power the wheel, and the retainers are positioned on a the frame at a location forward of the prime mover.